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Farmer & Company
Limited
SYDNEY

COATS AND SKIRTS.

—

SEASON 1901.

—

In anticipation of a great demand for these average
able garments, so well suited for the

PREFRONT WINTER,
We have imported an unusually large and varied stock
to meet the requirements of our customers.

THE VERY NEWEST SHAPES and STYLES are represented, as well as every make of material now in vogue. This season most particular attention has been paid to securing a

SMART and STYLISH CUT.
and so successful has this been that many of our cheap garments are as effective and dressy as the most expensive; in fact,
STYLE HAS BEEN AS CAREFULLY STUDIED in how to fit in high price goods the result being, thoroughly satisfactory to those who have favoured us with a visit of inspection.

Below are quoted some of our prices. The stock being so large and complete prevents us giving a full description of all these goods. In addition to these we have a large number of

SUPERIOR FRENCH MODELS.

These are in Furrows, Faced Cloths, Trenches, &c., with Silk or felt Strappings, Pannetonniers, Velvets, and other Fashionable Trimmings. The prices are strictly moderate when the style and quality are taken into consideration.

CHEVIOT TWEED COATS AND SKIRTS, in various

colours, price 32s, 32s 6d, 42s, 50s.
HABIT AND FACED CLOTH COATS AND SKIRTS,
 price 32s 6d, 37s 6d, 47s 6d, 50s.
PLAIN AND CHECKED CHEVOT TWERDES,
 in various shades of Grey and Fawn, price 42s, 42s 6d,
 50s, 50s, 70s.
NAVY AND BLACK SERGE COATS AND SKIRTS,
 price 22s, 22s 6d, 29s 6d, 32s 6d, 37s 6d, 42s 6d, 50s, up
 to 84s.
SOME VERY CHOICE ELEG COATS AND SKIRTS.
 New Materials in Navy, Cinnamon, Vitex-Blue, Royal
 Purple, &c., from 24 to 65 guineas.

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JACKETS in Fawn, Beaver Cloth, with semi-sar backs, double-breasted fronts, finished rows of stitching, price 10s 6d.

JACKETS in Fawn and Tan Covert Coating, semi-
back, double-breasted fronts, finished rows of stitching,
prize sold.

**COATS in all shades of Covert Coating, semi-
back, double-breasted fronts, finished stitching, 25.**

COATS, three-quarter length in Navy, Fawn, Brown, etc.
in Heaver Cloth, double-breasted fronts finished
stitching, 25 to 60.

COATS, three-quarter length, in Fawn, Navy, and Tan,
etc., double-breasted, semi-back, with Unfinished or
semi-back backs, 35-45.

COATS, three-quarter length, in all the newest shades
of Covert Coating, semi-fitting, finished rows of stitching,
lined silk, from 25 to 50.

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**FARMER and COMPANY, Limited,
SYDNEY.**

Posta Address, V.F.O. Box 107.
Telephones, 72 and 2039.

SHIPPING REPORTS.

(Continued from page 6.)

Captain H. W. H. Thornhill reports that the *Monsieur*, from New Zealand, arrived at 6 a.m. in good order. She sailed from Wellington at 11 p.m. on the 15th inst., entered Sydney Heads at 9.45 p.m.

Messrs. J. & W. Braden, Limited, have taken on the fine German ship *decker* *Vermuth*, now in port at Brisbane, to load at Sydney in the daylight time for Liverpool.

Captain W. C. Thomson reports that the *Leinhardt* left Brisbane at 10 p.m. May 15, for Sydney, under Captain Isaac. She is expected to arrive at Sydney in the morning at 10.30 a.m., and berth at Union Wharf at 11.15 a.m. on the 15th inst. Experienced fresh south-easterly winds and fine weather.

THE MAIL STEAMERS.

The *R.M.S. Ocean* arrived at Plymouth on May 12.

THE CANADIAN-AUSTRALIAN ROYAL MAIL STEAMSHIP LINE.

The Chicago Railway and the Canadian National, Transient, and the Great Northern, are the only lines making the movements of the steamers as under:—

The I.M.S. *Monica* berth at Circular Quay this morning at 10.30 a.m. for Sydney, Melbourne, Vancouver, via Brisbane and Honolulu.

The I.M.S. *Monica* is due at Vancouver today, and sails again on Friday, 23rd instant, for Sydney, via ports.

The *Star of Acadia* is due at Sydney on Saturday, 1st Feb. Sydney, via Brisbane, and is due at the port on May 25.

MOVEMENTS OF THE P. AND O. COMPANIES

Mr. Edward Trevelyan notes the movements of the above company's steamers as under:—

The *China* left Melbourne at 1 p.m. on Tuesday, 16th inst., for Hongkong, Shanghai, and Japan.

The *Africain* left Colombo on the 13th instant, and is due at Fremantle on the 20th, Adelaide on the 27th, Melbourne on the 29th, and Sydney on June 1.

The *Albatross* is expected to arrive at Port Said on the 14th inst., and will beat Acre on the 20th, Colombo on

The home left Fremantle on the 14th instant, and is due to arrive at Colombo on the 23rd, Aden on the 31st, Port Said on June 5, Marseilles on the 10th, and London on June 17.

MOVEMENTS OF THE ABERDEEN LINE OF STEAMERS.
Messrs. Barclay and C^o.
 The Aberdeen left London on April 25, was due at the Cape yesterday, and at Sydney on June 10.
 The Australia left Melbourne on April 19, Melbourne on May 4, is due at Natal on May 20, and London on June 2.
 The Melbourne left London on April 18, is due at the Cape on June 6, Melbourne on June 20, and Sydney on July 1.
 The Monarch left Sydney on April 1, Melbourne on April 12, Natal on May 6, is due at the Cape on June 2, and London on June 17.
 The Melbourne left London on April 12, is due at the Cape on June 2, and Sydney on June 17.
 The Selkirk left London on March 29, the Cape on April 1, and is due at the Cape on June 17, and Sydney on June 30.
 The Selkirk is to sail to Melbourne at 3 p.m. is due at Natal on June 13, Cape on June 17, and London on July 1.

WHITE STAR LINE.
 Afric left Sydney May 3, left Melbourne May 16, due
 Cape June 4, due London June 30.
 Medie left Sydney March 22, left Melbourne March 29,
 left Hobart April 3, left Cape April 28, due London May

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Parriss, in port at Liverpool, to sail May 10, due Cape June 5, due Melbourne July 2, due Sydney July 7.
June 5, due Melbourne July 2, due Sydney July 7.
June 10, due Cape June 5, due Liverpool June 10, due Sydney August 4.
Natal May 10, due Liverpool March 25, left Cape April 15.
Along May 1, left Adams May 1, due Sydney May 15.

ticularly towed from the stern of the vessel by a towing line, as the latter is liable to be affected by wind, waves, and sea currents, and may be damaged by floating seaweed, fish, sea birds, &c. Mr. Lawrence's invention can be arranged so as to

CHAPTERS.
Fanhoda, a 3700 tons, New Zealand to South Africa-
costs.
Glasgow, ship, 1724 tons, Melbourne to Manila-
costs.
First 1-gigs, ship, 1608 tons, Newcastle to United King-
dom of Constantinople-wharf.
Pass of Bulmah, ship, 1496 tons, New Caledonia to
London.

Montrose, barque, 984 tons, Hamburg to New Zealand ports—general.
Carnegie, barque, 571 tons, South Australia to South

ARRIVAL—Grain-liners.
Veranda, ship, 1308 tons, New York to Australia—general.
Alberta, s.s., Newcastle to Manilla—coal.

HARD-UP REMOVALS.
The ship *Clan Robertson* berths to-day at Packer's Wharf.
The ship *Thordora* was yesterday removed from Johnston's Quay to Smith's Wharf.
The steamer *Kirkcubbin* to-day be taken to Perry Dock.
The steamer *Mosses* will berth at Flood's Wharf.

SAILING VESSELS DUE.
AT SYDNEY.
Ellis, ship, from Alagoa Bay—4 days.
Fred E. Mossmeil, ship (S.S.), from New York—15 days.
Kinn, barque, from Alagoa Bay—44 days.
Madora, barque (H.P.O.), from Adelaide—6 days.
Morrison, barque (H.P.O.), from Adelaide—30 days.

Shandong, barque (HFGT), from Glasgow - 107 days.
S. P. Hitchcock, ship (KBST), from New York - 93 days.

AT NEWCASTLE.

Bonifoe, ship (BPQU), from Table Bay--22 days.
Eagle Ship, ba que (SQQM), from Santa Ruxa--70 days.
Empereur Menelik, barque, from Table Bay--22 days.
Lord Lempietown, four-masted barque, from Table Bay--46 days.
Nostra S. Della Granis, barque, from Durban--47 days.
Onghara, barque (JFVF), from Manila--62 days.
Preston, ship (VWAK), from Table Bay--34 days.

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